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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO

25X1

COUNTRY East Germany

DATE DISTR 7 December 1954

SUBJECT Supply of Permanent Way Construction Material
to the East German Railroads

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THIS IS UNEVALUATED INFORMATION

the following permanent way construction
materials were delivered to the East German railroad administration
in the first half of 1954:

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1. The Max-Muette Foundry at Unterwellenborn delivered a total of 18,213.25
tons of rolled products instead of the 22,000 tons scheduled
for delivery. The foundry was in arrears in the delivery of rails,
switch tongues, tie plates, and steel ties.

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2. The Riesa Steel Works fulfilled its delivery quota 103 percent.

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3. The Hennigsdorf Steel Works was scheduled to deliver clamping plates
for type K tracks. Of a total of 500 tons of clamping plates rolled,
235 tons were delivered by 30 June 1954.

4. All raw screws and nuts are to be delivered by the TEMA firm at
Finsterwalde. The firm fulfilled its delivery contract about 41 percent.
The failure to deliver the screws on schedule prevented the planned
track construction and reconditioning work and the
assembly of switches at the Kirchroesser switch plant.

5. The plant in Brand Erbisdorf fulfilled its delivery contract in the
field of screws for ties 98 percent. However, only 64 percent of the
scheduled switch units and 10 percent of the rail clamps were
delivered.² The production of clamps for R 50 type rails had not yet been
started.³ The Hein Pink firm in Wismar delivered 110 tons of switch
units as ordered.

6. The Brandenburg and Meiningen railroad repair shops delivered 250 tons
of grey castings as scheduled.

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7. Only 11 percent of the cast steel switch plates ordered were delivered. The foundries at Frankleben, Silbitz, Karl Marx Stadt, Riesa, Torgelow, Olbersdorf and the LES plant in Leipzig are engaged in the manufacture of such plates.
8. The production of track spikes has not yet been started. Fifteen tons of spring steel were recently delivered to the firm of VEB Schnitt- und Formenbau at Berlin-Koepenick for the experimental manufacture of such track spikes. 4
9. Imports of rails from the USSR and Czechoslovakia was according to schedule.5 However, no track spikes could be imported. 6
10. Approximately 89,680 wooden ties were delivered by the ties depots at Magdeburg, Finowfurt, Gotha and Wuelknitz. The following quantities of standard ties, expressed in cubic meters, were scheduled to be delivered in 1954 by the four depots mentioned. The deliveries in the first two quarters of this year are given:

Ties Depot		1st	2d	3d	4th
		Quarter			
Magdeburg	Target	-	4,300	11,330	9,020
	Delivered	-	4,528	-	-
Finowfurt	Target	1,000	4,100	4,210	2,785
	Delivered	781	2,434	-	-
Gotha	Target	250	1,750	5,130	4,855
	Delivered	191	1,995	-	-
Wuelknitz	Target	-	-	-	1,250
	Delivered	-	-	-	-
Total	Target	1,250	10,150	20,670	17,910
	Delivered	972	8,957	-	-

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The Zernsdorf ties processing plant roughly fulfilled its production quota.

A total of 19,100 cubic meters of rough ties was scheduled to be delivered by East German firms in 1954. In the first half of the year, deliveries were made according to schedule. On the other hand, 151,780 fewer rough ties than scheduled were imported.7 The delivery program for creosoted ties was only fulfilled 55 percent. The acute shortage of switch ties was the reason that the switch replacement program was fulfilled only 30 percent. 8

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1. Comment. The Max-Huetten Foundry is the only GDR rolling mill engaged in the manufacture of railroad rails. The rails produced there are of poor quality. Normally, the railroad network existing in East Germany requires the replacement of 360 km of trackage annually. Prior to 1950, almost no track reconditioning work had been done in the GDR. For this reason, it had been envisaged to have the rails on 2,300 km of trackage replaced in the current five-year plan. By the fall of 1953, only 112 km of trackage, i.e. 4.9 percent of the target fixed, had been provided with new rails. 25X1
2. Comment. The Brandenburg railroad repair shop first established a switch factory at Kirchmoeser in early 1954. 25X1
3. Comment. The R-50 type rail was delivered by the USSR. It weighs 50 kg per meter. The profile of these rails deviates from the standard profile of German rails. The clamps are designed to prevent the creeping of rails. 25X1
4. Comment. Because of their peculiar measurements, rails of Soviet make must be fastened to ties by means of track spikes made of manganese steel. 25X1
5. Comment. Only minor quantities of railroad rails were furnished to the GDR by Czechoslovakia, while 42,000 tons of such rails were delivered by the USSR between October and December 1953. In the first quarter of 1954, only 6,087 tons of standard-gauge rails were imported. 25X1
6. Comment. It appears that efforts made to import the special track spikes required for the nailing of Soviet-made ties have been in vain so far. 25X1
7. Comment. Wooden ties are a bottleneck in East German railroad maintenance work. it was planned to make available to the railroad administration, in the course of 1954, 130,000 cubic meters of wooden ties, of which 60,000 cubic meters were to be imported. 25X1
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8. Comment. A total of 74,000 switch units are installed in the GDR; 32.7 percent of these have been in use for over 30 years and thus urgently require replacement. 25X1

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